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Hongkong, 26th April, 1909.

[29]

NOTICE TO CORRESPONDENTS.

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column should be addressed to THE EDITOR.

Correspondents must forward their names and

addresses with communications addressed to the

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No anonymously signed communications that

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The Daily Press.

HONGKONG, JUNE 26TH 1909.

We cannot congratulate the unofficial members of the Legislative Council upon the result of their encounter with the Government on the Opium Bill on Thursday. They went to the Council, so the Hon. Mr. Hewart said, with the intention of voting against the third reading of the Bill in order to again emphasise their protest against unfair treatment on the part of the Home Government, and they ended by withdrawing the amendment they had submitted. Though this was evidently done with the greatest reluctance, the outstanding fact is that they stultified the action they had very properly taken on the second reading and throughout the discussion on Thursday until the time came for the vote to be taken. His Excellency's speech does not appear to us to contain any adequate reason for whitening down the strength of the protest by the abandonment of the amendment which the Hon. Mr. MURRAY STEWART had proposed in an effective little speech which we are sure has the cordial endorsement of the community. His suggestion to insert a suspensory clause would have served the excellent purpose of enabling the protest of last week, on the occasion of the second reading of the Bill, to get home. Moreover it would have given the Colony the remote chance that some modifications might be made, particularly now that Lord CREWE, the Secretary of State for the Colonies, has awakened to the fact that the Opium Question is fraught with difficulty. Secondly,

it would have left an opening for, perhaps, an even remoter chance—the chance of a change of Government and a Conservative administration recognising the justice of proceeding more gradually with the reduction of the divan licences. His Excellency the Governor made the best defence possible for the Imperial Government, but we are constrained to point out that the defence ignored an important fact on which the unofficial contention largely rests. His Excellency said in effect that no business man would have undertaken to pay a proportion of a loss that could not be estimated, and the inference is that unofficial members made last week an unbusinesslike suggestion. His Excellency's dictum can be admitted, but the inference it suggests cannot, for the reason that prior to the debate on the second reading it was by no means clear that the loss could not be estimated roughly in the narrow sense, but, broadly speaking, near enough for practical purposes. So far from it being clear that the loss could not be estimated, it seemed reasonable to suppose that it could, because H.E. the Governor referred on March 11th to an estimate of \$500,000 made, we presume, by the Opium Farmer, and that reference contained no suggestion whatever that this was mere guesswork. Naturally, the unofficial members saw no reason why it might not have been referred home as a rough estimate, near enough to carry the inquiry: "What proportion of an amount something like that is the Imperial Government prepared to ask Parliament for?" Surely this was not an impossible suggestion, from a business point of view; in fact, business men made it, and so far as we have been able to learn, the suggestion is one which is generally approved by business men in the Colony. The discussion on Thursday supplies no adequate excuse for "backing down" on the part of the unofficial members. The Government's strong card was that the issue of advantage for tenders for the Opium Farm was already delayed a month or two beyond the usual time, and they urged that to call for tenders before the Bill embodying the new conditions had become law would create such doubts in the minds of the persons tendering, that no reasonable tender would be obtained. We think it will be generally admitted that this contention was effectively answered by the unofficial members. It does not seem to us that the passage of the Bill into law can have the slightest influence on the persons tendering. They, in any case, would submit tenders on definite and fixed terms. There is still the chance—remote though it may be—that the Imperial Government, now that it has begun to realise the difficulties involved, may see the necessity for modifying to some extent their instructions to the Colonial Government. This is what the Colony will continue to hope, and should that hope be realised the Colonial Government, in the matter of the tenders for the Opium Farm, would be in no better position than if the unofficial members had stuck to their guns. The abandonment of the amendment was a mistaken decision but we hope the discussions which have taken place in the Council will nevertheless receive at the hands of His Majesty's Government the prompt and sympathetic consideration desired, and it may, perhaps, not be too much to hope that the decision will be telegraphed before the new tender is accepted.

Mr. Fujimura, of the Independent News Agency, entertained some of the leading Japanese business men and foreign and Chinese journalists of Hongkong to lunch yesterday on board the N.Y.K. steamer *Tsuno Maru*. Mr. Fujimura leaves for Japan by the *Asa Maru*.

Yesterday's news from Macao was that the rickshaw strike at Macao is still maintained, to the great inconvenience of the general public. Our Macao correspondent mentions that, by inadvertence, he wrote that the licence fee charged rickshaws was \$30 per quarter; it should have been per annum.

Early yesterday morning an Indian constable found a man lying in Des Vœux Road with a fractured thigh and a broken jaw bone. He told the constable that he had been attacked by six men with iron bars, but when taken to the Central Police Station he admitted that his injuries had been received by attempting to climb a down pipe.

We regret to receive news of the death in Manila, of Mr. C. Evans Dale, who had been in the employ of the Daily Press Office as accountant for about twelve months and was returning to his home in Australia. Just before he left Hongkong Mr. Dale was suffering from fever and it was thought the sea voyage would quickly prove beneficial. He appears to have become seriously ill on the voyage and was put ashore at Manila from the s.s. *Prinz Waldemar* on the 21st inst., being taken to St. Paul's Hospital, where he died at an early hour the following morning. As the cause of death was not clearly ascertainable an autopsy was to be held and the body was to receive Christian burial at St. Pedro Cemetery on the 23rd inst.

For damaging a beacon light near Yau-mai by running his junk into it, Mr. J. H. Kemp at the Magistracy yesterday ordered a seaman to pay \$145, the estimated amount of the damage.

We are informed that during the months of July, August, and September there will be no Evening Service on Sundays at the St. Andrew's Church in Kowloon. The Morning Service will be held at 11 a.m. as usual.

LICENSING COURT.

Mr. E. A. Haselund presided over a meeting of His Majesty's Justices of the Peace held at the Magistracy yesterday afternoon. There were also present—Messrs. J. H. Kemp, J. R. Wood, F. J. Badley, E. A. Irvine, R. H. A. Craig, C. D. Melbourne and A. Shelton Hooper.

The meeting was called to consider an application from Mr. R. H. Whitaker for permission to remove the business carried on by him at 40, 41 and 42, Praya East, under the sign of the Praya East Hotel, to premises numbered 9, Queen's Road East, under the new name of "The Victoria Hotel".

Mr. F. C. Barlow (of Messrs. Goldring, Barlow and Morrell) represented the applicant, and objected to Mr. Hooper appearing or acting as a Justice, as he was an interested party, being the agent of the owner of the premises.

A. R. Hooper stated that he would not vote. The application was considered in camera, and on the court being reopened the Chairman announced that the application had been refused. All the Justices present, with the exception of Mr. Melbourne, voted against it.

CANTON.

[FROM OUR CORRESPONDENT.]

24th June.

THE CANTON CEMENT FACTORY. Literary Chancellor Shum, who is President of the Kwong Tung Government Cement Factory of Canton, has instructed Lau Tsotai, Managing Director of the Cement Factory, to issue a notice announcing that the Factory was established by the Government for the purpose of obtaining funds from the proceeds of sale of the cement and bricks manufactured by the concern, for education purposes, and asking merchants to purchase and use the products of the factory, also to warn the public that the imitation of the factory's trade mark is an offence punishable according to the laws against forgery.

DRAGON BOAT CAPSIZED.

This year the Dragon Festival here was marred by the capsizing of a large dragon boat in deep water in front of the Shamene Bund, resulting in the loss of many lives. There were 90 men in the boat; about 75 of them were saved and the rest were drowned. It is reported that yesterday the River Police recovered eight dead bodies. The accident was caused by the waves from a passing steam-launch swamping the dragon boat.

POSTAL REGULATIONS.

The Imperial Chinese Postal Commissioner of Canton has issued a notification containing the following new regulations:

1. No railway passengers, etc., will be allowed to carry letters or parcels which ought to be sent through the Post Office.
2. All letters or other postal matter discovered on the train or about to be placed on the train without having passed through the Post Office will hereafter be seized by officers of the Post Office.
3. All letters and postal matter seized by the officers of the Post Office shall be detained and will only be released upon payment of the proper fines.
4. If employees of the railways are discovered infringing the above regulations the matter will be reported to the authorities of the Railway Bureau and they will be either fined or dismissed from service.

CHINA'S REFORMED ARMY.

It has become a common practice amongst the soldiers of the Reformed Army who are granted leave of absence to return to the Army one or two months after the expiration of their furlough, thus causing great annoyance and inconvenience in the Army. In order to put a stop to such conduct the Military Authorities have recently adopted a new regulation to the effect that soldiers exceeding their leave of absence beyond one week will have their wages stopped, and be dismissed from the service; besides which they also will be punished in accordance with the regulations referring to deserters.

SIR IAN HAMILTON'S FAREWELL.

MODERN METHODS OF TRAINING.

The following farewell order by General Sir Ian Hamilton, on giving up the Southern Command, has been issued from 'Lidworth House' (headquarters) by Brigadier-General Haking, chief of the staff:

When four years ago the General Commanding-in-Chief found himself faced by the responsibilities of a new appointment, he resolved, in so far as in him lay, to maintain among the troops (Regular and Territorial) entrusted to his charge, the high soldierly standards established by his predecessor, Field-Marshal Sir Evelyn Wood. Further he resolved to try and impart to these same troops, the pith of the experience he had then freshly acquired in Manchurian battlefields.

Especially did he hope he might be able to induce Cavalry against the peace practice of unwarlike tactics, and encourage Artillery to perfect themselves in the use of concealed positions. It is for others to say whether the work of these years has been good or bad, but certainly if any progress has, in fact, ensued, then it has been due to the sympathy of all ranks with the underlying aim—the aim, that is to say, of preparedness and efficiency for war.

The mission of the General Commanding-in-Chief is now at an end. He bids the troops he has commanded a regretful farewell. He salutes his fellow-workers for the last time, and wishes them the best he can wish them—"Stirring times and rapid advancement."

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

GERMAN FINANCIAL MEASURES.

LONDON, June 24th.

The Reichstag has rejected by 195 votes to 187 the Death Duties Bill, which was the main plank of the Government's proposals.

SIR ROBERT HART.

LONDON, June 24th.

Sir Edward Grey, in reply to a question put by Mr. William Redmond, stated that he understood that Sir Robert Hart had applied to China for a year's extension of leave. He added—I have therefore no information to give regarding the appointment of a successor.

BIRTHDAY HONOURS.

LONDON, June 24th.

The Birthday Honours consist of five Privy Counsellors, including the Hon. John Merriman, the Prime Minister of Cape Colony, twelve baronetcies, and over thirty knighthoods, mostly to Commoners. The knighthoods include Mr. Beerbohm Tree, the well-known actor, and Mr. A. W. Pinero, the equally well-known dramatist.

LONDON, June 25th.

Sir John Anderson, the Governor of the Straits Settlements, has received the Grand Cross of St. Michael and St. George. Mr. H. Conway Belfield, British Resident at Selangor, Mr. F. S. A. Bourne, Deputy Judge of H.B.M.'s Supreme Court of China and Korea, and Mr. W. R. D. Beckett, British Consul at Bangkok, have each been made Companions of the Order of St. Michael and St. George, while Sir John Jordan, British Minister at Peking, has received the civil decoration of Commander of the Bath.

THE GAME OF THE GREEKS IN TURKEY.

LONDON, June 25th.

Shevket Pasha, interviewed by Reuters's correspondent at Constantinople, warned the Greeks in Turkey of the danger of the game they are playing. The Government had learned that they are importing large quantities of rifles for seditious purposes.

LORD AND LADY ROBERTS.

From a review of the married life of Lord and Lady Roberts on the occasion of the Jubilee anniversary of their wedding we extract the following:

A whole volume of career and character is summed up in Lord Roberts' dedication of his famous book "To the country to which I am so proud of belonging, to the Army to which I am so deeply indebted, and to my wife, without whose loving help my 'Forty-one Years in India' could not be the happy retrospect it is." From the first, "with scarcely an exception, my friends became hers."

An early incident shows how fit Miss Bows was to be the wife of a soldier. Her husband hoped to be sent to China to serve in wiping out the repulse experienced in the Anglo-French attack on the Taku forts. But he was not chosen. Soon he and his wife were dining with the Laurence, and Lord Clyde remarked to the young wife that he thought he had earned her gratitude by not sending her husband with the China expedition.

"I suppose," he said, "you would rather not be left in a foreign country alone a few months after your marriage. If Roberts had not been a newly-married man, I would have sent him." This was too much for the wife, who sympathized greatly with her husband's disappointment. "I am afraid I cannot be very grateful to you," she said, "for making my husband feel I am raising his career by standing in the way of his being sent on service. You have done your best to make him regret his marriage."

Lord Clyde, greatly astonished, exclaimed, "Well, I'll be hanged if I can understand you women! I have done the very thing I thought you would like, and have only succeeded in making you angry. I will never try to help a woman again."

She saw he had meant to be kind, and in the end she and Lord Clyde became great friends.

LATEST STEAMER MOVEMENTS.

The str. *Oceanic* left Manila on 24th inst. for Hongkong, and is due here to-morrow a.m. The E. & O. str. *Sardinia* left Singapore for this port on the 25th instant at 8 a.m., and is due here on the 30th instant at about 4 a.m. The H.A. Linie str. *Stavros* left Singapore on the 24th instant p.m., and may be expected here on or about the 30th inst.

THE ALLEGATIONS AGAINST A SOLICITOR.

NINTH DAY.

The Full Court (their Honours Sir Francis Piggott, Chief Justice, and Mr. H. H. J. Gompertz, Paines Judge) yesterday resumed the hearing of the case in which Mr. C. F. Dixon was called upon to show cause why he should not be struck off the roll of solicitors.

The application was made by Mr. Eldon Potter, who was instructed by Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist), while Mr. Dixon was represented by Mr. H. G. Calthrop, who was instructed by Mr. J. Scott Harston (of Messrs. Ewens and Harston).

Mr. Potter said—It is my duty now to address your Lordships in support of the applicants in this case, and what I said yesterday to your Lordships I repeat to-day, that the result of this case is as important to Mr. John Hastings as to the defendant, for the defendant has taken it upon himself to charge Mr. John Hastings with perjury and criminal conspiracy. He has taken it upon himself to charge a man who has lived in this colony for 22 years, and who has had an honourable career in this colony, and who is now about to leave the colony, with having committed these serious criminal offences. I will show your Lordships that you will be compelled to decide between these two men before you can come to any judgment in this case. It will not be possible for you to say that either Mr. Hastings or Mr. Dixon is mistaken, but that one or other must be swearing to that which is false. No mistake is possible and there is no middle course open to this court; you have to decide which of the two is telling the truth. What is the motive suggested by Mr. Dixon? That in order to save salary and commission Mr. Hastings has come here and perjured himself. That Mr. Hastings has gone round to get witnesses to help in criminal conspiracy, and that in order to ruin Mr. Dixon, what is the motive? The only motive is that this man who is now about to leave the colony, forever perhaps, at the end of his career endeavoured to ruin Mr. Dixon. Your Lordships will be compelled to decide between these two men, because the confessions in this case are a material part of the case, and I will show your Lordships that in coming to a decision you will have to consider these specific charges in relation to the confession. You must come to the conclusion first whether these confessions have been made or not, and therefore necessarily you must come to the conclusion whether or not Mr. Hastings is telling the truth or Mr. Dixon is telling the truth. My Lords, you must have noticed that Mr. Dixon has led, and has intended for a long time, before he would go so far as to say that Mr. Hastings had perjured himself. He clearly saw that it was a practically impossible position to take up. You cannot expect perjury and criminal conspiracy without motives. He said first that Mr. Hastings had been misled. Then he said Mr. Hastings has misconstrued the interview. Then he said Mr. Hastings had wilfully misconstrued the admissions that he had taken presents into an admission that he had taken money from the office. Finally he charged him with perjury. Mr. Dixon's counsel hesitated to go so far. The most he says on that point is that it is absurd that Mr. Dixon made any confession. He clearly saw that this accusation of the defendant was one which any person who knew Mr. Hastings and his career would practically find it impossible to accept. What is Mr. Dixon's defence? A total denial of the evidence given by every witness. While I am on this point let me call your Lordships' attention to what Mr. Dixon said in reference to the letter of 27th March, written by Mr. Hastings to his brother, a letter which Mr. Dixon characterises as one which is a mixture of truth and falsehood, although he admits that letter could never have been put in evidence by Mr. Hastings. Why, therefore, should he write this mixture of truth and falsehood to his brother, a private letter which he never could have expected to be produced in this court? The letter sets forth very clearly Mr. Dixon's case as well as Mr. Hastings. It is an eminently fair letter and cannot be said to be the letter of a vindictive man. It puts on record what happened at the interview of 26th March. Correspondence took place upon that letter, and I submit that letter must receive consideration from your Lordships as putting on record what took place at the interview of 26th March. Coming to certain admissions made by Mr. Dixon, the first admissions that he received presents of money, that on four separate occasions he accepted presents of money amounting to \$300. It was never mentioned in his affidavits and Mr. Hastings was never cross-examined upon it. It was obviously brought as a mere afterthought. For why? I think it is clear. Mr. Dixon suggests it himself, because he said in cross-examination that Mr. Hastings had misconstrued his admission about presents into an admission that he had taken money which belonged to the office. Therefore, I say this question about presents has been put forward by the defendant to explain away these damning admissions made, as we allege, by Mr. Dixon. It is not for me to comment on this question of taking presents after a case is over. We all know it is undesirable, and so undesirable it is considered in England that a special Act was passed in 1906 to make the taking of presents under such conditions a criminal offence.

The Chief Justice—A grateful client is a person very well known. Mr. Potter—Yes, my Lord. The Chief Justice—A grateful client is known all the world over. Mr. Potter—The Legislature at home have said that if a man after work for his employer takes presents of money or kind without the

knowledge of his employer that he is liable to be indicted for a criminal offence.

The Chief Justice—It does not apply here.

Mr. Potter—It does not apply here.

The Chief Justice—It does not apply to the case.

Mr. Potter—I quote it to show the view of the case taken at home. The next admission to which I will call your attention is that, although Mr. Dixon considered it essential that he should clear his character, although he believed he was entitled to substantial rights, under this agreement of 15th April, he was willing to forego these rights, willing to enter into agreement with a man who had charged him with misappropriation, if he was allowed to practise in this colony; he was willing to put it down in black and white that he would not touch Mr. Hastings' clients; willing to lie down under these charges, if Mr. Hastings would only allow him to practise in the colony. He said he was not well enough off to take proceedings to clear his character. These charges were known at the time to at least three firms of solicitors, Wilkinson and Grist, Mr. Harston's firm, and Messrs. Hastings and Hastings' firm, with whom Mr. Dixon must come in contact if he were to practise in this colony. Counsel then dealt at length with the admissions, and pointed out that Mr. Hastings, who was the only person who could speak to the presents being given or not, was not called as a witness.

The Chief Justice—These proceedings are not proceedings between Mr. Hastings and Mr. Dixon. They are proceedings taken by Mr. Hastings bringing certain facts to the notice of the court concerning the conduct of Mr. Dixon. These facts have to be proved. Mr. Potter accepted that, and continued his address. The Chief Justice remarked that the charge rests on the charges made by Hung. That needed to be strengthened. Mr. Potter disagreed. He said that their charges rested not on Hung but on the evidence which they brought out. The Chief Justice—I used the word based. Mr. Potter—They are not based on Hung. Hung had an interview with Mr. Hastings in which he said that money had been taken by Mr. Dixon. He refused to give any instances, but having been set upon our inquiry by Hung we got out witnesses. Hung would not consent to come because he was guilty himself. Mr. Potter then went on to refer to Mr. Dixon's mode of life, and stated that the accounts which he submitted were misleading, no items for clothing for himself and for the woman being included. Continuing, he said it would be necessary for their Lordships to decide whether they would accept the statement of Mr. Hastings or of Mr. Dixon. Mr. Calthrop had suggested that was on all fours with a criminal case, and even looked at from that point it often happened that in a criminal case the strongest evidence was that of a confession necessary for their Lordships to believe whether those confessions had been made and whether Mr. Hastings had perjured himself when he told them of those confessions. There was no room for mistake. Either Mr. Hastings was telling the truth or he was guilty of perjury. It must be one or the other.

The Chief Justice—You will have to deal with the point that the confession is not connected with the actual charges. The confessions relate to small sums at the Police Court. The charges are larger sums. Mr. Potter—The case of Wong Hui Tung was not discovered until later. The Chief Justice—The confession is accepting small sums at the Police Court. The charge is accepting a large sum from Wong Hui Tung. Mr. Potter—That is really part of the case—part of the charge of gross misconduct—because there are admissions that certain sums of money have been taken from time to time. There are also charges of having taken a loan of \$500 from Wong Hui Tung.

The Chief Justice—Reducing it to a definite proposal, to which charge do you say this refers?

Mr. Potter—I don't say it refers to any special charge. I say it is an admission of conduct which will entitle your Lordships to strike him off the roll.

Mr. Calthrop pointed out that there had been five charges against Mr. Dixon, and these were now reduced to three. The specific charges must be proved.

Mr. Potter—This confession is part of the case. Mr. Calthrop—I asked for specific charges and these were all that were given to me. Mr. Potter—These are specific charges.

The Chief Justice—We will deal with that after the recess. After the tiffin interval, argument was continued, and the Chief Justice asked—Supposing one of us were of opinion that the charges fail, what are you going to do with the confession? Are we to exercise our disciplinary powers on the confession?

Mr. Potter said he had not considered the point very carefully, but he thought their Lordships would be entitled to exercise their disciplinary powers.

Mr. Calthrop again addressed the court. Briefly and the case was adjourned sine die.

OPIUM SPECULATION IN INDIA.

Speculation in opium does not seem always to be successful, though large profits have been made in Calcutta and Bombay in the rainy days when the export trade to China was in full swing. At the present time it would seem to be dangerous for the Marwaris to gamble in their old fashion. In a note which appears in the "Indian Trade Journal" it is stated that business in Calcutta was interrupted from the 19th to the 22nd May "owing to heavy losses by many brokers in raising the market." Rapid fluctuation in prices do not usually have the effect of steadying operations, but the speculative spirit may possibly be checked by these recent losses.

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NEW ADVERTISEMENTS

E. R.

HARBOUR MASTER'S DEPARTMENT.

IT IS HEREBY NOTIFIED that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On Tuesday, the 29th June:—From Pakshawan in a North-Easterly direction, at ranges up to 6,600 yards, commencing at 9 a.m. and finishing at 1 p.m.

If the weather is unfavourable on the above date, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

BASIL TAYLOR, Commander, R.N., Harbour Master, &c.

Hongkong, 25th June, 1909. [896]

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[863]

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[563]

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THE Steamship

"PRINZ SIGISMUND," having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd July, at 3 p.m.

All Claims must be made before the 5th July, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 25th June, 1909. [5]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADER REPORT

is now ready and contains:—

Epitomes of the Week's News.
Leading Articles:
Schoolboy "Strikes."
China's "Lost" Rights.
Macao Harbour.
The French Postal Strike.
The Boycott in China.

Random Reflections.
Hongkong News.
The Portuguese Commissioners.
Smuggling Opium.
Hongkong Legislative Council.
Promotion for Mr. Stuart Fuller.
The Allegations Against a Solicitor.
Germany in China.

Sanitary Board.
Firefight Attack Near Macao.
Canton News.
The Assessment of Hongkong for the Year, 1909-1910.

Correspondence:
A Macao Grievance.
The China Society.
The Longkat Shares Case at Shanghai.
Death of Mr. F. H. Balfour.
Victoria Recreation Club.
Rat Plague at Shanghai.
Importation of Foreign Money.
Kick on Railway.
Japanese Policy in Manchuria.
A Railway Tragedy.
Antimony in Hunan.
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Hongkong, 26th June, 1909.

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Hongkong, 26th June, 1909. [879]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

NOTICE TO CONSIGNEES.

S.S. "MANSHU MARU."

THE above-named Steamer, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and that all goods are being landed at their risk into the Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on the 28th inst., at 10 a.m.

No Fire Insurance whatever will be effected.

K. MATSUDA, Manager, York Building.

Hongkong, 23th June, 1909. [895]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKH,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd July, at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 25th June, 1909. [894]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"E. FRANZ FERDINAND,"

having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 2nd July, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd July, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 25th June, 1909. [3]

INTIMATIONS

VICTORIA RECREATION CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING

of Members will be held in the GYMNASIUM on MONDAY, the 28th June, at 5.30 p.m., for the purpose of considering and passing the Annual Reports and Statement of Accounts for 1908.

FRANK LAMMERT, Hon. Secretary.

Hongkong, 21st June, 1909. [867]

NOTICE.

THE Undersigned are instructed to reinvest \$150,000 on Local Mortgages; Full Particulars of Securities offered should be submitted to—

DENNYS & BOWLEY, Solicitors.

Supreme Court House, Hongkong, 15th June, 1909. [854]

FIRST CLASS SCHOOL for the Daughters

of Gentlemen (Boards only), removing to larger premises where pupils will enjoy London advantages combined with country life. Education on the lines of the most efficient Public Schools. Resident certificated English and Foreign Mistresses. London Professors for Music, Dancing and Art. Health first consideration. Experienced Matron. Extensive Grounds. Games. Entire charge undertaken. Reasonable fees. Particulars apply—M. C., Care of Paton's, 145, Cannon St., London, E.C.

England. [736]

SUTTON'S SEEDS.

Special Selected Collections for this Climate.

VEGETABLES AND FLOWERS IN AIR-TIGHT CASES.

To be obtained from CHINA EXPRESS CO., Telephone 668. 3, Duddell Street. [50]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from A. L. Stein, Esq., to Sell by Public Auction,

On MONDAY, the 28th June, 1909, at 2 p.m., within his Residence, No. 1, The Albany, THE WHOLE OF HIS VALUABLE

HOUSEHOLD FURNITURE, Comprising—

SILK TAPESTRY DRAWING ROOM SUITE, DOUBLE BRASS MOUNTED BEDSTEADS with MATTRESSES, MARBLE-TOP BUREAUX, SINGLE and DOUBLE WARDROBES with BEVELLED GLASS, TEAKWOOD HATSTAND with BEVELLED GLASS, DINING ROOM SUITE by Messrs. Wm. Powell & Co., Ltd., BLACKWOOD DESKS, VELVET-PILE CARPETS and RUGS, OIL PAINTINGS and ENGRAVINGS, CHINESE VASES and WALL PLATES, JARDINIERS STANDS &c. &c. BATH ROOM, TANNERY and KITCHEN REQUISITES, and a quantity of HOUSEHOLD LINEN;

Also One Upright Iron GRAND PIANO by Robinson Piano Co., One GRAMOPHONE with Records,

AND A Unique Assortment of OLD WEAPONS. Catalogues will be issued.

Electric Fans will be used during Sale.

On View from SATURDAY, 26th June, Terms:—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 19th June, 1909. [864]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, 28th day of June, 1909, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Tai Hang, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT. [873]

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods. G. K. HAXTON, Manager.

Hongkong 1st April, 1908. [48]

FOR SALE.

TWO BILLIARD TABLES, full Size, with all accessories, can be seen at any time.

Apply—Box 163, Hongkong, 25th June, 1909. [890]

FOR SALE.

ELECTRIC PLANT

Consisting of:—

TWO 125 Kilowatt STEAM ALTERNATOR SETS; Output, 60 Amperes at 2100 Volts. The Set comprises Vertical Compound Medium speed Engines, 205 revolutions per minute, by Messrs. ROBEY & Co., direct coupled to Alternators by Messrs. JOHNSON and PHILLIPS, complete with Exciters, &c.

Also ONE HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE, 100 Horse power by Messrs. BROWNE and LINDLEY. For further particulars apply HONGKONG ELECTRIC CO., Ltd., St. George's Buildings.

Hongkong, 23rd April, 1909. [881]

DAVID CORSAIR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAILING

ARNOLD, KARBURG & CO. Sole Agents.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [883]

TO LET.

NO. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"BRANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental.

Apply to—ABRATON V. APAR & Co., 14, Des Voeux Road. [399]

TO LET.

FIRST FLOOR and GODOWN, No. 6, Des Voeux Road, together or separately.

Apply to—PHIROZSHA B. PETIT & Co., Hongkong, 21st June, 1909. [869]

TO BE LET.

DESIRABLE GROUND FLOOR SHOP in CHATER ROAD, Hongkong.

Apply—T. B. L., Care of "Daily Press" Office. Hongkong, 11th May, 1909. [723]

TO LET

TO LET.

NOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground, No. 1, ALBANY, from 1st July, 1909.

NEW FIVE ROOMED HOUSES in Shelly Street.

"BIRMAN BRAE," 31, Conduit Road. Furnished or Unfurnished Eight Roomed House, newly painted and done up. Billiard Room, 3 Bath Rooms, Drying Room, Store Room, Pantry and good servants' quarters. Tennis Lawn, Electric Light and Bells.

The EYRIE, No. 13, Peak. Unfurnished from 1st June, 1909.

C.M.S. PEAK-BUNGALOW, furnished, Mount Kellett, from 1st October, 1909, to 30th June, 1910.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

HOUSES in BELLIOS TERRACE, ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE.—Tor Crest, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—LINDSTADT & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 23rd June, 1909. [100]

TO LET.

ROOMS suitable for Offices in No. 10, Ice House Street, in rear of David Sassoon & Co.'s premises.

Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 1st May, 1909. [553]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 4th June, 1909. [818]

TO LET.

"STOWFORD," 12, Bonham Road, and 5 STEWART TERRACE, the Peak.

Apply—A. B., Care of "Daily Press" Office. [882]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 5, (Tang Lap Ting's) Godowns East Point.

Immediate Possession. Rent exceptionally moderate.

Apply to—KAM FOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 5 Godown on the Spot.

Hongkong, 28th May, 1909. [797]

TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDER STREET.

Apply—MESSRS. JARDINE, MATHESON & Co., Ltd. Hongkong, 31st May, 1909. [307]

TO LET.

FIVE ROOMED HOUSES at Kowloon.

NEW and COMMODIOUS SHOPS Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yauwai, Area 35,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st June, 1909. [347]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRATA EAST.

Apply—CHATER & MODY, Victoria Buildings. Hongkong, 1st February, 1909. [264]

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RIPON TERRACE. OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VOEUX ROAD CENTRAL, at 1st Floor.

OFFICES in YORK BUILDING, GODOWNS in PRATA EAST. BLUE BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL.

FLATS in MORETON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st June, 1909. [97]

TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weismann Ltd. for Tiffin Rooms.

Apply to—YEE SANG FAT & Co., Opposite General Post Office. Hongkong, 21st June, 1909. [871]

TO LET.

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 35 on PRATA EAST. Approximate AREA 45,000 SQUARE FT. 999 YEARS LEASE. For Particulars, apply to—GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1909. [9]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st June, 1909. [98]

BANKS

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY) ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000) RESERVE FUND "L. 5,752,884.84 (about £479,407)

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

Branches:—Singapore, Penang, Shanghai, Rangoon, Samang, Sourabaya, Cheribon, Padang, Medan (Deli), Palembang, Kotabradia, (Acheen) Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS—THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.

On Current Account 2 per annum on daily balances.

On Fixed Deposits 12 months 4½ per annum.

" " " 6 " 3 " " " " 3 " 3½ " " " J. L. VAN HOUTEN, Agent.

Hongkong, 16th July, 1908. [25]

DEUTSCH-ASIATISCHE BANK.

...the ...

16

As your teeth
are wanted to last
—for years to come—
begin now to use

Calvert's

Carbolic Tooth Powder

However perfect your teeth may naturally be, they still require, and will well repay, the slight trouble and the short time you should daily give to their care.

The regular use of Calvert's Carbolic Tooth Powder ensures a complete antiseptic cleansing, helps the toothbrush to do its work easily, pleasantly, and thoroughly; and thus assists your own efforts towards keeping the teeth in the best possible condition.

Sold by Local Chemists and Stores,
F. C. Calvert & Co., Manchester, Eng.

SHIPPING.

ARRIVALS.
CHENAN, British str., 25th June—Canton.
DEVANHA, British str., 8,092, W. Hayward, R.N.R., 25th June—Shanghai 22nd June, General—P. & O. S. N. Co.
E. F. FERDINAND, Austrian str., 3,943, E. Nitsche, 25th June—Kobe and Shanghai 25th June, General—Sunder, Welder & Co.
FRMA, Norwegian str., 710, C. S. Christensen, 25th June—Bangkok 18th June, Rice—Chinese.
FRI, Norwegian str., 860, C. Wagle, 24th June—Huihong 17th and Hoihow 22nd June, General—A. Thorsen & Co.
HUICHOW, British str., 1,217, E. Forsyth, 25th June—Swatow 24th June, General—Butterfield & Swire.
ICHANG, British str., 1,223, Taubman, 25th June—Chefoo, General—Butterfield & Swire.
KWANGTAN, Chinese str., 1,536, W. H. Lunt, 25th June—Shanghai 22nd June, General—C. M. S. N. Co.
KWONGKANG, British str., 25th June—Canton.
MANSHU MARU, Japanese str., 3,254, T. Chiba, 25th June—Moji 19th June, Coal—Toyo Kasei Kaisha.
MARIE KING, Russian str., 2,474, E. Stringer, 25th June—Chinwangtao 18th June, Coal—C. M. & E. Co.
PRINZ SIGISMUND, German str., 4,300, D. Lenz, 25th June—Hankow 3rd June, Mails and General—Molitor & Co.
SIKH, British str., 5,231, Adkinson, 24th June—Singapore 19th June, General—Dodwell & Co.
SPIN, Norwegian str., 870, W. Horn, 24th June—Wuhu 16th June, Rice—Aagaard, Thorsen & Co.
TAMING, British str., 1,343, Somerville, 25th June—Manila 22nd June, General—Butterfield & Swire.
THURIN, Dutch str., 2,876, W. Koops, 25th June—Canton 16th June, General—Jawa-China n.p.m.-Lijn.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 25th June.
DEVANHA, British str., for Europe, &c.
FRMA, Norwegian str., for Moji.
HUICHOW, British str., for Amoy.
KWANGTAN, Chinese str., for Swatow.
KWONGKANG, British str., for Chefoo.
MANSHU MARU, Japanese str., for Yokohama.
MARIE KING, Russian str., for Canton.
PRINZ SIGISMUND, German str., for Saigon.
SIKH, British str., for Saigon.
TAMING, British str., for Canton.
THURIN, Dutch str., for Yokohama.

DEPARTURES.

25th June.
AWA MARU, Japanese str., for Saigon.
CHENAN, British str., for Canton.
CHONGKOW, British str., for Canton.
CHUNSHAN, British str., for Hongkong.
HUICHOW, British str., for Swatow.
HALDIS, Norwegian str., for Bangkok.
LOONGSANG, British str., for Manila.

SHIPPING REPORTS.

The British str. **Sikh** reports: Strong S.W. wind and moderate sea with heavy swell.
 The British str. **Taming** reports: Moderate S. and S.W. winds, confused sea, cloudy with heavy rain squalls moderating towards arrival.
 The Russian str. **Marie King** reports: Fine southerly light wind, smooth to turnabout, thence to port moderate S.E. wind and high sea, squally with rain.
 The Chinese str. **Kwangtan** reports: Experienced light variable wind, and misty weather with moderate sea to Hieshan, thence light southerly to S.W. winds and long southerly swell to Breaker. Thence light variable winds from South and S.W. with heavy rain squall to port.

VESSELS IN DOCK.

June 25th.
GREEN DOCK—
KOWLOON DOCK—Honam, Lekin, Glenogle, Argus.
COSMOPOLITAN DOCK—
TAIKOO DOCK—Maple Leaf, Aihui, Kwai-yong.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
 Calling SINGAPORE, PENANG,
 COLOMBO, BOMBAY, KARACHI,
 ADEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the Brazils
 to Red Sea, Black Sea, Levant, Venice
 and Adriatic Ports).
 The Company's Steamship

"E. F. FERDINAND,"
 Captain E. Nitsche, will be despatched as above
 TO-DAY, 26th inst., P.M.
 This Steamer has splendid accommodation for
 passengers, electric light and carries a doctor
 and stewardess.
 For information as to Passage and Freight,
 apply to
SANDER, WIELER & Co.,
 Agents,
 Princes Buildings,
 Hongkong, 18th June, 1909. [3]

For SINGAPORE, PENANG AND
 CALCUTTA.
 Taking Cargo on through Bills of Lading to
 Rangoon, Madras and Mauritius.

THE Steamship
 "ARRATOON APCAR,"
 Captain A. Stewart, will be despatched for
 the above Ports on TUESDAY, the 29th inst.,
 at 3 P.M.
 For Freight or Passage, apply to
DAVID SASSON & Co., Ltd.,
 Agents,
 Hongkong, 25th June, 1909. [375]

"SHIRE" LINE OF STEAMERS, LTD.
 For MARSEILLES, LONDON AND
 ANTWERP.

THE Steamship
 "CARDIGANSHIRE,"
 Capt. W. O. Tyers, will be despatched as above
 on or about the 12th July.
 For Freight apply to
JARDINE, MATHESON & Co., Ltd.,
 Agents,
 Hongkong, 24th June, 1909. [884]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	STAGUA	Brit. str.	—	H. W. Kunkin, R.N.R.	P. & O. S. N. Co.	About 30th inst.
LONDON & ANTWERP	ISTRIA	Ger. str.	k.w.	Hayes	JARDINE, MATHESON & Co., Ltd.	About 30th July.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERICA LINE	On 1st July.
ANTWERP ROTTERDAM & HAMBURG, &c.	BRASILIA	Ger. str.	k.w.	Jäger	HAMBURG-AMERICA LINE	On 1st July.
HAYRE & HAMBURG VIA STRAITS, &c.	SIAM	Swed. str.	—	F. Dohren	MELCHERS & Co.	On 22nd July.
HAYRE, COPEHAGEN & ST. PETERSBURG	SCANDIA	Ger. str.	k.w.	Porolius	HAMBURG-AMERICA LINE	Middle of July.
HAYRE, COPEHAGEN & HAMBURG, &c.	SILVIA	Ger. str.	k.w.	Lancelotti	HAMBURG-AMERICA LINE	On 2nd July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TOURANE	Fr. str.	—	A. Christensen	MELCHERS & Co.	To-day.
MARSEILLES, LONDON & ANTWERP	BIRGO MARU	Jap. str.	—	W. O. Tyers	NIPPON YUSEN KAISHA	On 6th July, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CARDIGANSHIRE	Brit. str.	—	H. Petersen	JARDINE, MATHESON & Co., Ltd.	On 7th July, at D'light
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	HIYANO MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 12th July, at D'light
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	MANSHU MARU	Jap. str.	—	H. Kirchner	TOYO KISEN KAISHA	About 30th inst.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	P. R. LUTPOLD	Ger. str.	—	Nilsche	MELCHERS & Co.	On 1st July, at Noon.
TRIESTE, &c. VIA SINGAPORE, &c.	E. F. FERDINAND	Aus. str.	—	Hayes	TOYO KISEN KAISHA	On 30th inst., at Noon.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	ST. PATRICK	Brit. str.	2 m.	Hayes	SANDER, WIELER & Co.	To-day, P.M.
YANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	Yamamoto	DODWELL & Co., Ltd.	About 15th July.
YANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	—	F. W. Davis	CANADIAN PACIFIC R. Co.	On 3rd July, at 6 p.m.
TACOMA VIA KEELUNG, SHANGHAI JAPAN, &c.	TACOMA MARU	Jap. str.	—	K. Sato	ORAKA SHOSHUN KAISHA	On 14th July, at Noon.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	OCANO	Jap. str.	—	D. Lenz	DODWELL & Co., Ltd.	On 3rd July.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	TAKI MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 1st July.
AUSTRALIAN PORTS VIA MANILA	EMPEROR OF CHINA	Jap. str.	—	L. Dawson	NIPPON YUSEN KAISHA	On 6th July, at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	KIMARU MARU	Jap. str.	1 m.	D. Lenz	MELCHERS & Co.	To-day, at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 8th July, at 5 p.m.
YOKOHAMA AND KOBE	PRINZ SIGISMUND	Jap. str.	—	H. E. Maklin	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight
KOBE & YOKOHAMA	TAMBA MARU	Jap. str.	—	W. J. Davies	JARDINE, MATHESON & Co., Ltd.	On 7th July, at 2 p.m.
KOBE & YOKOHAMA	FAUSANG	Brit. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 7th July, at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 30th July, at 5 p.m.
KOBE & YOKOHAMA	ATSUTA MARU	Jap. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	On 28th inst., at 4 p.m.
KOBE & YOKOHAMA	HUICHOW	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LUN	Quick despatch.
KOBE & YOKOHAMA	THURIN	Brit. str.	—	V. McClymont-Liddell	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight.
KOBE & YOKOHAMA	CHENAN	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	Middle of June.
KOBE & YOKOHAMA	CHONGKOW	Brit. str.	—	R. Smith	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
KOBE & YOKOHAMA	TOTOMI MARU	Jap. str.	—	R. Smith	NIPPON YUSEN KAISHA	On 1st July, at 4 p.m.
KOBE & YOKOHAMA	ANRU	Jap. str.	—	R. Smith	NIPPON YUSEN KAISHA	About 1st July.
KOBE & YOKOHAMA	KLEIST	Ger. str.	—	C. C. Tabor, R.N.R.	HAMBURG-AMERICA LINE	On 2nd July.
KOBE & YOKOHAMA	SLAVONIA	Ger. str.	—	M. B. Lala	P. & O. S. N. Co.	About 2nd July.
KOBE & YOKOHAMA	SARDINIA	Brit. str.	—	Williams	JARDINE, MATHESON & Co., Ltd.	On 3rd July, at Noon.
KOBE & YOKOHAMA	NARINANG	Brit. str.	—	Bruno	BUTTERFIELD & SWIRE	On 4th July, at D'light
KOBE & YOKOHAMA	LYNAN	Brit. str.	—	Eraser	MELCHERS & Co.	On 5th July, P.M.
KOBE & YOKOHAMA	CAIRO	Brit. str.	—	B. W. H. Snow	BUTTERFIELD & SWIRE	On 8th July, at 4 p.m.
KOBE & YOKOHAMA	YINGCHOW	Brit. str.	—	F. W. Davis	P. & O. S. N. Co.	About 8th July.
KOBE & YOKOHAMA	DEIRA	Brit. str.	—	F. W. Davis	HAMBURG-AMERICA LINE	On 13th July.
KOBE & YOKOHAMA	ANDALUSIA	Brit. str.	—	F. W. Davis	JAVA-CHINA-JAPAN LUN	Quick despatch.
KOBE & YOKOHAMA	THURIN	Brit. str.	—	F. W. Davis	DOUGLAS LAFRAIK & Co.	To-morrow, at Noon.
KOBE & YOKOHAMA	THURIN	Brit. str.	—	F. W. Davis	DOUGLAS LAFRAIK & Co.	On 29th inst., at 10 a.m.
KOBE & YOKOHAMA	THURIN	Brit. str.	—	F. W. Davis	DOUGLAS LAFRAIK & Co.	On 29th inst., at 2 p.m.
KOBE & YOKOHAMA	THURIN	Brit. str.	—	F. W. Davis	DOUGLAS LAFRAIK & Co.	On 1st July, at 10 a.m.
KOBE & YOKOHAMA	THURIN	Brit. str.	—	F. W. Davis	DOUGLAS LAFRAIK & Co.	On 2nd July, at 2 p.m.
KOBE & YOKOHAMA	THURIN	Brit. str.	—	F. W. Davis	DOUGLAS LAFRAIK & Co.	To-day, at Noon.
KOBE & YOKOHAMA	THURIN	Brit. str.	—	F. W. Davis	DOUGLAS LAFRAIK & Co.	On 29th inst., at 3 p.m.
KOBE & YOKOHAMA	THURIN	Brit. str.	—	F. W. Davis	DOUGLAS LAFRAIK & Co.	On 2nd July, at 4 p.m.
KOBE & YOKOHAMA	THURIN	Brit. str.	—	F. W. Davis	DOUGLAS LAFRAIK & Co.	On 3rd July, at Noon.
KOBE & YOKOHAMA	THURIN	Brit. str.	—	F. W. Davis	DOUGLAS LAFRAIK & Co.	On 6th July, at 8 p.m.
KOBE & YOKOHAMA	THURIN	Brit. str.	—	F. W. Davis	DOUGLAS LAFRAIK & Co.	On 8th July, at 4 p.m.
KOBE & YOKOHAMA	THURIN	Brit. str.	—	F. W. Davis	DOUGLAS LAFRAIK & Co.	On 30th inst., at 4 p.m.
KOBE & YOKOHAMA	THURIN	Brit. str.	—	F. W. Davis	DOUGLAS LAFRAIK & Co.	Beginning of July.
KOBE & YOKOHAMA	THURIN	Brit. str.	—	F. W. Davis	DOUGLAS LAFRAIK & Co.	On 29th inst.
KOBE & YOKOHAMA	THURIN	Brit. str.	—	F. W. Davis	DOUGLAS LAFRAIK & Co.	On 29th inst., at 3 p.m.
KOBE & YOKOHAMA	THURIN	Brit. str.	—	F. W. Davis	DOUGLAS LAFRAIK & Co.	On 3rd July, at Noon.
KOBE & YOKOHAMA	THURIN	Brit. str.	—	F. W. Davis	DOUGLAS LAFRAIK & Co.	On 6th July, at 3 p.m.
KOBE & YOKOHAMA	THURIN	Brit. str.	—	F. W. Davis	DOUGLAS LAFRAIK & Co.	On 29th inst., at 4 p.m.
KOBE & YOKOHAMA	THURIN	Brit. str.	—	F. W. Davis	DOUGLAS LAFRAIK & Co.	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ SIGISMUND"	Saturday 26th June, at Noon
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ REGENT LUTPOLD"	Wednesday, 30th June, at Noon
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"KLEIST"	About Thursday, 1st July
KUDAT & SANDAKAN	"BORNEO"	Beginning of July
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Friday, 16th July, at 10 a.m.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 26th June, 1909.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., SEATTLE & TACOMA

VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
OCEANO	4,657	F. W. Davis	On 1st July.
KUMERIC	4,232	J. Mathie	On 29th July.
ATMERIC	4,363	J. Boyd	On 26th August.
SUVERIC	4,232	S. Shotton	On 23rd September.

* These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS.
 Hongkong, 18th June, 1909.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.



FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIE"	On 5th July, P.M.
MARSEILLES VIA PORTS	"TOURANE"	On 6th July, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS"	On 19th July, P.M.
MARSEILLES VIA PORTS	"ARMAND BEHIC"	On 20th July, 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to
P. DE CHAMPORIN, AGENT,
 Queen's Building.
 Hongkong, 23rd June, 1909.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong	From Quebec
"EMPRESS OF CHINA" Sat., 3rd July.	"EMPRESS OF IRELAND" Fri., 30th July.
"MONTEAGLE" Wed., 14th July.	"ALLAN LINER" Friday, 20th Aug.
"EMPRESS OF INDIA" Sat., 24th July.	"EMPRESS OF BRITAIN" Fri., 10th Sept.
"EMPRESS OF JAPAN" Sat., 14th Aug.	"ALLAN LINER" Friday, 1st Oct.
"EMPRESS OF CHINA" Sat., 4th Sept.	

Steamships leave HONGKONG at 6 P.M. at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
 Intermediate (on Steamers) £43 £45.
 and 1st Class Railway
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. Passengers Through Rates (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA,"
 Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 26th June, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "CHINA," 3,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London &c. will be conveyed via Bombay by the R.M.S. "Himalaya" due in London on the 8th August, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
E. A. HEWETT,
 Superintendent.
 Hongkong, 13th June, 1909. [1]

HONGKONG-BOSTON-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.
 FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.
 (With Liberty to call at the Malabar Coast.)

S.S. "ST. PATRICK" About 13th July.
 For Freight and further information apply to
SHEWAN TOMES & Co.,
 General Agents.
 Hongkong, 3rd June, 1909. [855]

"SHIRE" LINE OF STEAMERS, LTD.
 For LONDON AND ANTWERP.

THE Steamship

"SEGURA,"
 Captain Hayes, will be despatched as above on or about the 20th July.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and Electric Fans in State-rooms. Doctor and stewardess are carried. Fare to London £25.

For Freight, or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
 Agents.
 Hongkong, 24th June, 1909. [885]

NATAL LINE OF STEAMERS.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DEVANHA	Noon, 26th June	See Special of Call.
LONDON AND ANTWERP VIA SINGAPORE, PEN. ANG, COLOMBO PORT SAID AND MARSEILLES.	NAMUR	About 30th June	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	SARDINIA	About 2nd July	Freight and Passage.
SHANGHAI	DELTA	About 8th July	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 26th June, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 27th June, D'light
WUHAN, CHEFOO and TIENTSIN	"HUICHOW"	On 28th June, 4 P.M.
MANILA	"TAMING"	On 29th June, 3 P.M.
BATAVIA, SAMARANG and SOERABAYA	"SHANTUNG"	On 29th June, 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 30th June, 4 P.M.
SHANGHAI	"ANHUI"	On 1st July, 4 P.M.
SHANGHAI	"LINAN"	On 4th July, D'light
MANILA	"TEAN"	On 6th July, 3 P.M.
SHANGHAI	"YINGCHOW"	On 8th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.
FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.
TELEPHONE 36.
For Freight or Passage apply to—
HONGKONG, 26th June, 1909.

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"KWONGSANG"	Sunday, 27th June, D'light
WEI & CHEFOO	"FAUSANG"	Sunday, 27th June, D'light
KOBE & MOJI	"YUENSANG"	Friday, 2nd July, 4 P.M.
MANILA	"NAMSANG"	Saturday, 3rd July, Noon
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Tuesday, 6th July, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"HINSANG"	Wednesday, 7th July, 3 P.M.
KOBE & YOKOHAMA	"LOONGSANG"	Friday, 9th July, 4 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KITSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Nowehwang.
Telephone No. 61.
For Freight or Passage, apply to—
HONGKONG, 26th June, 1909.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 26th June, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 3rd July, Noon.

For Freight or Passage apply to—

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 14th June, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYUN"	SWATOW	SUNDAY, 27th June, at Noon
"HAIYANG"	SWATOW, AMOY & FOOCHOW	TUESDAY, 29th June, at 2 P.M.
"HAIHING"	SWATOW, AMOY & FOOCHOW	FRIDAY, 2nd July, at 2 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 26th June, 1909.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SLAVONIA ... 2nd July	S.S. SILVIA ... 26th June
S.S. ANDALUSIA ... 13th July	FOR ANTWERP, ROTTERDAM & HAMBURG:
S.S. SAXONIA ... 20th July	S.S. SITHONIA ... 1st July
S.S. DORTMUND ... 26th July	FOR HAVRE, BREMEN & HAMBURG:
S.S. SPEZIA ... 13th Aug.	S.S. SCANDIA ... 2nd July
S.S. C. FERD. LAEISZ ... 17th Aug.	FOR ROTTERDAM & HAMBURG:
	S.S. ISTRIA ... 20th July
	FOR HAVRE & HAMBURG:
	S.S. BRASILIA ... 22nd July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong-Office.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	5th July
HAVRE, COPENHAGEN and ST. PETERSBURG	"SIAM"	Middle of July.

For Further Particulars apply to

Hongkong, 11th June, 1909.

MELOHERS & CO.,
AGENTS.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSHALLS, LONDON and ANTWERP	BINGO MARU	6500	WED'DAY, 7th July, at Daylight
COLOMBO, PORT SAID and VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	YAMAGUCHI MARU	6500	WED'DAY, 21st July, at Daylight
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU	8000	TUESDAY, 6th July, at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	AKI MARU	7000	TUESDAY, 20th July, at 4 P.M.
SHANGHAI and KOBE	KUMANO MARU	6000	FRIDAY, 9th July, at Noon
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU	5000	FRIDAY, 26th Aug., at Noon
KOBE and YOKOHAMA	TAKAKASAKI MARU	5000	TUESDAY, 29th June, at Noon
NAGASAKI, MOJI, KOBE and YOKOHAMA	TOTOMI MARU	4000	THURSDAY, 1st July, at Noon
	YAWATA MARU	5000	WED'DAY, 7th July, at Noon
	TAKAKASAKI MARU	5000	FRIDAY, 9th July, at 5 P.M.
	ATSUBATA MARU	6500	FRIDAY, 30th July, at 5 P.M.
	ATSUBATA MARU	9000	at 5 P.M.

Fitted with New System of Wireless Telegraphy.

EXTRA PASSENGER SERVICE—NEW STEAMERS—

EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Co.'s Newly Built 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August
ATSUTA MARU	(Capt. Wm. THOMPSON)	About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN HONGKONG AND JAPAN PORTS.

1st CLASS	2nd	Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
\$120	\$80	\$110	\$70	\$100	\$90

Option of rail between Calling Ports in Japan.
For further particulars apply to

Hongkong, 8th June, 1909.

T. KUSUMOTO,
MANAGER.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VOUX ROAD,
HONGKONG.Japan Office:
14, WATER STREET,
YOKOHAMA.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS	LEAVES.
TACOMA via KEELUNG	"TACOMA MARU"	6,178	SATURDAY, 3rd July
SHANGHAI, MOJI, KOBE, SHIMIDZU and YOKOHAMA	"FITZPATRICK"	4,416	SATURDAY, 31st July
	"SEATTLE MARU"	6,178	SATURDAY, 28th August

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given to Through Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.
Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

STEAMERS	LEAVES.
SWATOW, AMOY & TAMSUI	"DAIJIN MARU" TUESDAY, 29th June, at 10 A.M.
SWATOW, AMOY, FOOCHOW & SHANGHAI	"BUJUN MARU" THURSDAY, 1st July, at 10 A.M.

Pair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

877]

T. ARIMA,
MANAGER.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU	5000 tons gross	Sail July 1st, at Noon.
S.S. AMERICA MARU	6000 "	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSHU MARU	500 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO-KISEN KAISHA, Yok Building.

Hongkong, 5th May, 1909.

[462]

SHIPPING IN PORT.

STEAMERS.	LEAVES.
ALBESIA, German str., 5,258, T. Ernst, 19th June—Portland via Japan ports 13th June.	General
Flour & Coal—Portland & Adelaide S.S. Co.	
ARRET, British str., 1,350, J. Meathrel, 9th June—Shanghai 6th June, General—Butterfield & Swire.	
ARRATON, British str., 2,931, A. Stewart, 21st June—Moji 16th June, Coal and General—David Sassoon & Co.	
BEVMOOR, British str., 1,935, J. Henderson, 20th June—Moji 14th June, Coal—Gibb, Livingston & Co.	
CLARA JENSEN, Ger. str., 1,103, J. Rendixen, 19th June—Wakamatsu 13th June, Coal—Jobson & Co.	
CAMBERG, British str., 2,053, Bainbridge, 19th June—New York 24th April and Sabang 6th June, Kerosene—Standard Oil Co.	
CHANGHONG, British str., 1,202, A. Partridge, 24th June—Chinwangto 18th June, Coal—Butterfield & Swire.	
CHENAN, British str., 1,349, J. H. Brown, 23rd June—Shanghai 23rd June, General—Butterfield & Swire.	
CHONGSHING, British str., 1,265, V. McLiddell, 21st June—Tientsin 15th June, General—Jardine, Matheson & Co.	
DREWERY, British str., 1,562, J. Jenkins, 22nd June—Saigon 18th June, Rice—Man Fat.	
DEVANORSE, Ger. str., 1,057, Fr. Rohvaldt, 15th June—Bangkok 6th June, General—Butterfield & Swire.	
DEUPAL, Norwegian str., 1,102, J. Bing, 21st June—Swatow 20th June—Hamburg—America Line.	
EMPRESE DE CHINA, British str., 3,046, W. Dawson, E.N.R., 24th June—Vancouver 3rd June, General—C. P. B. Co.	
FAUSANG, British str., 1,410, H. S. Malkin, 19th June—Saigon 15th June, Rice and General—Wo Fat Sing.	
FRITHOF, Norwegian str., 892, O. Anderson, 20th June—Wuhu 15th June, Rice—Angstad Thoresen & Co.	
FUKU MARU, Jap. str., 4,178, K. Nakagawa, 21st June—Moji 23rd June, Coal—Mitsui Bussan Kaisha.	
GERMANIA, German str., 1,000, H. Flugel, 17th June—Sydney 27th April, Copra—Siemens & Co.	
GLENCOLE, British str., 2,399, W. H. Padder, 19th June—Amoy 18th June, General—Chinese.	
HANGCHOW, British str., 999, Mawley, 17th June—Chinwangto 11th June, General—Butterfield & Swire.	
HONGKONG, British str., 2,056, J. Home, 24th June—Peking and Singapore 17th June, General—Chinese.	
HOPKINS, British str., 1,359, Jas. M. Hay, 22nd June—Java 14th June, Sugar—Jardine, Matheson & Co.	
ITSUKUBHIMA MARU, Japanese str., 3,882, S. Katori, 24th June—Moji 17th June, Coal—Dodwell & Co.	
JACOB, DIEDERICHSEN, German str., 630, A. Haasen, 19th June—Haliphong Pakhoi and Hellow 18th June, General—Jensen & Co.	
KAPURU MARU, Japanese str., 1,903, Sada, 22nd June—Moji 17th June, Coal—Mitsui Bishi Goshi Kaisha.	
KEONG WAI, German str., 1,115, T. Kohler, 20th June—Swatow 19th June, General—Butterfield & Swire.	
KONSHANG, German str., 1,292, C. Rosiefsky, 23rd June—Bangkok 15th June, Rice—Butterfield & Swire.	
KOREA, American str., 5,651, F. Sandberg, 21st June—San Francisco via Ports 21st May, Mails and General—P. M. S. Co.	
KWANGKEE, Chinese str., 1,065, Froberg, 21st June—Shanghai 17th June, General—C. M. S. N. Co.	
KWANGSE, British str., 1,205, Hards, 8th June—Wei-hai-wei 2nd June, Salt and General—Butterfield & Swire.	
KWONGHONG, British str., 1,426, W. F. Baker, 22nd June—Swatow 21st June, General—Jardine, Matheson & Co.	

SAILING VESSELS.

ALCIDEA, 4-Mast barque, 2,968, L. Smith, 1st May—Kobe 23rd April, General—Standard Oil Co.

DOCK NO. 3.

Extreme Length... 722 feet
Length on Blocks... 714 "
Width of Entrance on Top... 964 "
Width of Entrance on Bottom... 884 "
Water on Blocks at Spring Tide... 344 "

DOCK NO. 1.

Extreme Length... 523 feet
Length on Blocks... 513 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 64 "

DOCK NO. 2.

Extreme Length... 371 feet
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 55 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with

LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

[605]

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Approximate times of closing mails at Shanghai via Dainy and Siberia.
30th June ... at 8.30 p.m.
3rd July ... at 8.30 p.m.

The *Kleist*, with the German mail of the 2nd instant, left Singapore on Friday, the 25th inst., at 10 a.m. and may be expected here on or about Tuesday, the 29th inst., at 4 p.m.

FOR	PER	DATE
Swatow, Singapore and Bangkok	Keungshing	Saturday, 26th, 10.00 a.m.
Yokohama and Kobe	Prime Nipponmatsu	Saturday, 26th, 10.00 a.m.
Muji	Fukui Maru	Saturday, 26th, 10.00 a.m.
Fuison	Telemachus	Saturday, 26th, 10.00 a.m.

Europe & India via Taitoria.
(Late Letters 11.00 to Noon Extra Postage 10 cents.)
(Supplementary mail on board up to the time fixed for departure of the mail, viz. Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Swatow, Amoy and Fuzhou	Haiyang	Tuesday, 29th, 1.00 p.m.
Manila	Tamag	Tuesday, 29th, 2.00 p.m.
Singapore, Penang and Calcutta	Aratton Apes	Tuesday, 29th, 3.00 p.m.
Batavia, Samarang and Sourabaya	Shantung	Tuesday, 29th, 3.00 p.m.
Singapore, Penang, and Colombo	Hivano Maru	Tuesday, 29th, 3.00 p.m.

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COMMERCIAL

EXCHANGE

CLOSING QUOTATIONS.

June 25th.

ON LONDON—
Telegraphic Transfer 1/31
Bank Bills, on demand 1/31
Bank Bills, at 30 days sight 1/31
Bank Bills, at 4 months sight 1/31
Credit, at 4 months sight 1/31
Documentary Bills, at 4 months sight 1/31

ON PARIS—
Bank Bills, on demand 223
Credits, at 4 months sight 227
ON GERMANY—
On demand 181
ON NEW YORK—
Bank Bills, on demand 43
Credits, at 60 days sight 44

ON BOMBAY—
Telegraphic Transfer 133
Bank, on demand 133
ON CALCUTTA—
Telegraphic Transfer 133
Bank, on demand 133

ON SHANGHAI—
Bank, at sight 74
Private, 30 days sight 75
ON YOKOHAMA—On demand 86
ON MANILA—On demand—Pesos—87
ON SINGAPORE—On demand 75
ON BATAVIA—On demand 83
ON HONGKONG—On demand 83
ON BANGKOK—On demand 83
ON SOERABAYA, Bank's Buying Rate \$11.15
GOLD LEAF, 100 fine, per tal. \$58.10
BAR SILVER, per oz. 24

Subsidiary Coins. per cent
Chinese 20 cents pieces 88.10 discount.
Chinese 10 " 88.30
Hongkong 20 " 87.50
Hongkong 10 " 87.50

OPUM.
June 23rd.
Quotations are:—
Malva New \$1,100/1,150 per picul.
Malva Old 1,160/1,200
Malva Older 1,210/1,240
Malva V. Old 1,250/1,320
Persian fine quality 1,050/1,090
Persian extra fine 890/950
Patna New 1,000 per chest.
Patna Old 1,020
Benares New 1,020
Benares Old 1,010

VESSELS EXPECTED.
THE GERMAN MAIL.
The I.G.M. str. *Kleist* carrying the German Mails with dates from Berlin of the 2nd inst., left Singapore on Friday, the 25th inst., at 10 a.m., and may be expected here on or about the 29th inst., at 4 p.m.

THE INDIAN MAIL.
The Indo-China str. *Namany* from Calcutta and the Straits left Singapore for this port on 23rd inst.
The Indo-China str. *Laing* left Calcutta for this port via the Straits on 19th inst., and may be expected here on or about the 25th inst.

THE AMERICAN MAIL.
The T.K.E. str. *Nippon* Maru sailed from Yokohama on the 20th inst., and is due to arrive at Hongkong on 23rd inst.
The C.P.R. str. *Montezuma* left Vancouver a.m. on the 15th inst. for Hongkong via the usual ports of call.

THE AUSTRALIAN MAIL.
The C.N. Co.'s str. *Taiyuan* left Sydney on the 19th inst., and is due here on the 14th inst.
The E.A. str. *Eastern* from Sydney, etc., left Port Darwin on the 16th inst. for Manila and this port.

MERCHANT STEAMERS.
The C.N. Co.'s str. *Chinaka* left Shanghai on the 24th inst., and is due here to-morrow.
The C.N. Co.'s str. *Yokohama* left Moji on the 23rd inst., and is due here to-morrow.

The Bank Line str. *Gymeric* sailed from Yokohama for Hongkong via Kobe, Moji and Manila on the 5th inst.
The Messageries & Oriental S.S. Line Ltd.'s str. *Evreux* sailed from Hongkong on the 24th ult. for Japan via Shanghai.
The Bank Line Ltd.'s str. *Kumeric* left Kobe on the 24th inst. for Hongkong via Shanghai.

The N.Y.K. str. *Hirano Maru* (European Line) left Kobe for this port via Shanghai on the 19th inst., and is expected here on the 26th inst.
The M.M. str. *Konny* Si from Europe and ports of call, left Singapore on Monday the 21st inst. at 4 p.m., and is due here on the 26th inst.

The N.Y.K. str. *Tokusaki Maru* (Bomabay Line) left Kobe for this port via Moji on the 21st inst., and is expected here on the 29th inst.
The N.Y.K. str. *Totomi Maru* (Bomabay Line) left Bombay for this port via Singapore on the 12th inst., and is expected here on the 3rd prox.

STEAMERS PASSED THE CANAL.
June 2nd—Cyrus, Dacre Castle, Indravadi, Glenara, 5th—Indaravasi, Prometheus, Sardinia, Slavonia, Carnarvonshire, Silesia, 9th—Yaddo, Bentarig, 12th—Jas Tureba Maru, 16th—Bendoran, Andalucia, Colodanien, 19th—Syrus, 22nd—Benechew, Occenier, Monmouthshire, Carmarthenshire, Kintuck, Stenor, Longships, Peking.

ARRIVALS AT HOME.
June 25th—Hakata Maru, Derflinger.

CHILDREN OF FAR CATHAY
A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.
By CHAS. J. HALCOMBE
(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.)

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A. BENSLEY.

A description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE \$3.50
To be obtained from Messrs. KELLY & WALSH LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

SHARE LIST—QUOTATIONS.

HONGKONG, JUNE 25TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$1,000, sellers
National Bank of China, Limited	99,925	\$7	\$6	\$51, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$104, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$144.
China Light and Power Company, Limited	50,000	\$10	\$10	\$7, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$9.50, buyers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1251.
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 30	Tls. 30	\$82, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 69.
Laon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 108.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 600	Tls. 500	Tls. 370.
Dairy Farm Company, Limited	40,000	\$71	\$6	\$161, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$55, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$63, buyers
New Ansoy Dock Co., Limited	10,000	\$64	\$64	\$69.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 79.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 161.
Feiwick & Co., Limited	18,000	\$25	\$25	\$11, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$9.
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$20, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$68 (old), sales
Hongkong Ice Company, Limited	8,000	\$25	all	\$38, buyers
Hongkong Rope Manufacturing Co., Limited	5,000	\$25	all	\$155, sellers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$195, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$100	\$110, buyers
China Fire Insurance Co., Limited	24,000	\$83.33	\$25	\$854, buyers
China Traders Insurance Co., Limited	5,000	\$250	\$50	\$345, buyers
Hongkong Fire Insurance Co., Limited	10,000	\$15	\$15	Tls. 106, buyers
North China Insurance Co., Limited	12,400	\$250	\$100	\$840, sellers
Union Insurance Society, Limited	12,000	\$100	\$60	\$215.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$215.
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$108, sellers
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$91, sales
Kowloon Land and Building Co., Ltd.	6,000	\$30	\$30	\$30.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 120.
West Point Building Co., Limited	12,500	\$50	\$50	\$461.
MINING.—				
Société Française des Charbonnages du Tonkin	16,000	Fos. 250	all	\$625, buyers
Barrat Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$9, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$13, buyers
Philippine Co., Limited	50,000	\$10	\$10	\$10, sellers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$135, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$15, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	\$50	\$33, sal. & buy.
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$45, sellers
Ludo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$223, sellers
Shall Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$4, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$10.
South China Morning Post, Limited	6,000	\$25	\$25	\$24, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$52, buyers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12.
W. Powell, Limited	15,000	\$7	\$7	\$4, sellers
Watkins, Limited	15,000	\$25	\$25	\$33, sellers
A. S. Watson & Co., Limited	175	\$100	\$100	\$105, buyers
Weissmann, Limited	9,900 ordy.	\$10	\$10	\$13.
United Asbestos Oriental Agency, Limited	100 fltcs.	\$10	\$10	\$300.
Union Waterboat Co., Limited	50,000	\$10	\$10	\$11, buyers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.
VERNON & SMYTH, Share-Brokers.				

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.
Tel. river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. R. Godfrey, Yangtze.
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. H. T. Atlay, Yangtze.
Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Commander. Stevenson, Weihaiwei.
Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut. Comdr. H. P. Douglas, Port Swethead.
Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut. Comdr. C. A. Fremantle, Weihaiwei.
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieut. Comdr. John F. Knox, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. R. V. Cottrell, Dornier Yangtze.
Woodruff, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. R. Livingston, Yangtze.

HONGKONG TIDE TABLE.
From June 26th to July 2nd, 1909.

Rise Water.	Low Water.
Day	Day
26	26
27	27
28	28
29	29
30	30
1	1
2	2

HONGKONG METEOROLOGICAL REGISTER.
Hongkong Observatory, June 25th.

Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer ... 29.78	29.80	29.85
Temperature ... 81	77	77
Humidity ... 84	84	86
Wind Direction ... SSE	S	SW
Force ... 3	3	1
Weather ... op	od	od
Sea ... 1.04		

Highest open air temperature on 24th ... 85
Lowest open air temperature on 24th ... 78

ON SALE.
BOUND VOLUMES of the HONGKONG WEEKLY PRESS. July to December, 1908. With Index. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 21st January, 1909.

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & Co., and from ALL WINE MERCHANTS.

Known in Hongkong for Half a Century.

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & Co., and from ALL WINE MERCHANTS.

VISITORS AT HOTELS.

HONGKONG HOTELS.

Mr. P. R. Adams	Mrs. J. Lind
Mrs. C. M. Anderson	Miss J. Lind
Mrs. E. A. Brangan	Mr. D. L. Lorge
Mrs. R. C. H. Brock	Mr. D. Macdonald
maid	General Macleod

SIR G. ARMSTRONG ON THE NAVY.

THE ADMIRALTY AND THE BACON LETTERS.

Sir George Armstrong addressed a large meeting of the Navy League held last night at the Kensington Town Hall, under the auspices of the Middle Classes Defence Organization, Centre Party Union. Mr. ARTHUR E. BURTON presided, and among those present were Commander Crutchley, Mr. Henry Andrews, and Admiral Blomfield.

SIR GEORGE ARMSTRONG dealt with the naval policy from the point of view of the ship-building programme of the Government and the preparation of the country for war. He said that the Government had not put their promises into practice. Indeed, they had not only abandoned the two-Power standard now, but had deliberately abandoned that standard from the moment that they came into office. Instead of looking to see what our opponents were doing we had lagged in the race, with the result that the chief runner in the race outside ourselves now stood a good chance of overtaking us. The action of the Government for the future was based on the monstrous assumption that Germany, although she had been putting forward enormous efforts during the past year and the year before, was slack in the race and could not go on as she had been going, and it was preposterous to suggest that, whereas she had laid down eight battleships in the past 12 months, she was going to lay down eight in the next. To trust to such a suggestion was absolutely suicidal on our part. (Cheers.) Now our main time supremacy was challenged, and instead of taking the two-Power standard the Government could scarcely claim a one-Power standard. That was a situation which they should not permit to exist for another day if they could prevent it. Our position with regard to cruisers was a very dangerous one indeed, and so perilous was our position with regard to docks, that if there was anything in this country to keep a man awake and thinking, it was that question of docks and accommodation for our ships.

Passing to the question of our preparation for war, he said that the responsibility for war depended upon one individual alone—the First Sea Lord—and he claimed that no one man, however distinguished he might be, could carry out such enormous duties efficiently. It was humanly impossible, and such a position obtained in no other navy in the world, and certainly not in that of our chief rivals, the Germans.

THE BACON LETTERS.

SIR GEORGE ARMSTRONG, continuing, said: The question of the one-man power in the Admiralty brings in its train very many evils. The Navy is essentially a democratic service; it is a service which in its traditions and its elements is as free as air. And until now it has never suffered from what I may call the smothering influences of autocracy. I have no personal animus against any individual, and in dealing with this question I have only one object in view, the good of the service. You have probably seen a 'good deal lately in the papers about the Bacon letters. When I first made known the first Bacon letter at the Constitutional Club I never mentioned Captain Bacon's name at all. His actual identity was of quite secondary importance, but of enormous importance were the principles violated by that letter. (Hear, hear.) You have to remember that the Navy has always been accustomed to a standard of discipline, of honour, which perhaps is in a certain sense different from that of the rest of the world, perhaps stricter and a little narrower. A member of Parliament, referring to these letters the other day, said: "Oh! these Bacon letters. What does it mean?" It means that an officer wrote to the First Sea Lord and reported about one of his superiors. Good gracious! That is done in every part of the public service. I said "Thank God, it has never happened in the Navy before." And what I want you to understand is that if that system did exist in other branches of the public service, it has never existed in our healthy-minded Navy. And what is the object of making public this Bacon letter and the other letters? The object is to destroy the system which those letters revealed, and to help the Navy to bring itself back to the place it wants to go back to—the position it held before. (Cheers.)

ANOTHER LETTER.

I shall read to you to-night another letter, and the reason I do so is because Mr. McKenna has in his answers in the House of Commons set up what I may best describe as a new, a mischievous standard of naval discipline—a standard of naval discipline which outrages the feelings of every officer in the service, from the highest to the lowest (cheers)—a system which has been deliberately fostered under this autocratic regime. And I for one shall not leave the subject alone until I have done my best, as far as lies in my power, to show to my countrymen the evil condition of naval officer is doing, as every officer and for all this wretched state of affairs. I want you to remember one or two important facts. The letter I am about to read is written by an officer on the retired list, occupying 'no official position whatever'—absolutely none at the time he wrote it; but he was nevertheless a person of some importance in the eyes of the First Sea Lord, because he was obviously employed in the congenial task of signing his praises all the country. Remember first that Mr. McKenna has stated in the House of Commons, when questioned concerning Captain Bacon's second letter—namely, the one in which Mr. Bellairs was described as "always an incompetent officer," that nobody knows how the letter left the Admiralty. Secondly, Mr. McKenna's excuse for printing the letters was that they were remarkably good letters (laughter) and were worth preserving. Thirdly, Mr. McKenna gave as Sir John Fisher's reason for publishing this letter that he was suffering from such stress of work at the time that he never noticed the libellous paragraphs in it, and in the rush of the moment he let it go through. The first and second Bacon letters and this letter came to me from three different sources, and they came to me because the officers who handed them to me were filled with horror and disgust at the state of affairs which allowed the existence of such letters. This is the letter:

Letter from Admiral Mann.

"19, Sussex-mansions, South Kensington, April 1, 1906.

"Dear Sir John:—I have read *The Times* article of to-day's date on naval training. Grand it should settle the ignorant and suspicious. I wish he had put his name—confide he is a good man.

"I return Bacon's letter. Capital! I agree with every word, and am glad that Beresford and Lambton had not poisoned his mind.

"The same feeling as Bacon's went through my mind. Why not have a pamphlet dealing with the whole question of training, and spread it about? For I feel with him that opposition to the new scheme as a whole is no more than ignorance."

Bellairs—always an incompetent officer," if that was known in the House he would be measured accordingly.

"I did not know it had been proposed to make a change over of duties between the present young executive and young engineer officers."

"I had a nice talk with Colonel Bor, R.M.A., to-night; a real whole man he is, not 'broken-hearted,' as Lord Gesschen described all the 'smugglers' in the House of Lords. I am dining with the Skinners to-morrow, and I hope to have a chance of giving tongue."

"I was speaking at three meetings in Lancashire last week. I mentioned your name at all, and the audience cheered, as they always do. There's no doubt the country is with you."

"Criticism is all very well and may do good, but in the end one has to decide which is the party to trust—the noisy objectors, or the man behind the scenes who is responsible and working for the good of the service, and therefore for the country's benefit."

"FitzGerald has been well answered by 'Vincent Veritas' in *Naval and Military Record*, March 29. Do read it.—Yours sincerely, W. F. S. Mann."

Several of the paragraphs in the letter were received with loud laughter.

Continuing, SIR GEORGE ARMSTRONG asked:

What does this extraordinary letter reveal? In the first place, it shows beyond all doubt that Sir John Fisher had himself circulated this letter among the official staff of the Admiralty, as he thought to his own ends, he must have seen this letter, and he must have seen how it was that the letter had left the Admiralty. Therefore, either Mr. McKenna grossly misled the House of Commons or else Sir John Fisher misled him. And Mr. McKenna will please explain to the House of Commons which is the guilty party. (Cheers.)

In the second place, Mr. McKenna will have to explain why this absolutely worthless epistle was published at the taxpayers' expense. (Laughter.) Only from Sir John Fisher's point of view can it be looked upon as of any value at all, because it contains most offensive references to two most distinguished officers—Lord Charles Beresford and Sir Hedworth Lambton. It contains also a reiterated libel on Mr. Bellairs and a false piece of adulation of the man who published it and circulated it. What adjectives are most appropriate to the rest of the letter I leave to the imagination of the audience. At any rate, I think Mr. McKenna will have some considerable difficulty in describing this epistle as "a fairly good one." (Laughter.) In the third place, this letter shows in the most unmistakable manner that Sir John Fisher had his attention particularly drawn by his correspondent to the offensive passage in the second Bacon letter (hear, hear), and yet, in spite of his attention having been specially drawn to it, he reiterated the libel by publishing it again as an official document. Now I want you to remember this in connection with that letter. Do you see the animus, the intense animus, shown against Mr. Bellairs himself by the publication of the libel? The sole offence in the First Sea Lord's eyes was that he had dared—he had presumed—to criticize his schemes in the House of Commons. Mr. Bellairs under a speech in the House of Commons attacking certain schemes of the First Sea Lord, and very soon afterwards the second letter that I have read to-night appeared. But what had been going on seven or eight weeks before Mr. Bellairs had publicly proclaimed his attitude in the matter? I will tell you from the lips of Mr. Bellairs—

MR. BELLAIRS' LETTER.

"House of Commons, Tuesday, May 25.

"Dear Armstrong—I am quite clear in my recollection as to what took place before the meeting of Parliament in 1906.

"Sir Percy Scott came to see me on behalf of Sir John Fisher. He argued that, as I agreed with the Admiralty on certain matters, a conference might lead me to support them on others. Accordingly this took place about 12 days before the meeting of Parliament. I saw Sir Evan MacGregor, with whom I discussed nothing of importance, then Sir Charles Drury, and, finally, Sir John Fisher. With the two latter I was quite unable to agree as to the wisdom of Admiralty policy. However, Sir John Fisher, after our long interview, extracted me with confidential papers dealing with the whole range of naval policy. In a letter dated February 2, 1906, he said: 'I have complete confidence in you, and he asked for written comments 'where you think anything erroneous.' It was after a close study of these papers that I spoke in the House on March 1, and it is this speech to which reference is made in the printed copy of the curious letter which, in the course of circulation, has come into my possession. From the date of that speech I became a target for abuse from all quarters under Admiralty control or inspiration."

In August, 1907, occurred the incident by which the confidential papers concerning a trifling torpedo boat collision in 1895 were made public by the Admiralty. The matter is not of public importance except in so far as it is typical of Admiralty methods.—Yours sincerely, CARLYON BELLAIRS."

What does that mean? It means that Sir John Fisher used every possible effort to induce Mr. Bellairs to support his schemes in Parliament, and when he found that he had sufficient independence not to do so—well, you know what he said. (Laughter.) Now, the Government, or Mr. McKenna, has had the opportunity to speak of my publication of this document as a breach of confidence. My connection with these letters is entirely unofficial in every way. They were in each case handed to me by officers for the purpose of publication, and when the Admiralty dare to talk of breach of confidence let them remember that gross and cruel breach of confidence which they themselves committed when, for the sake of throwing ridicule and approbrium on Mr. Bellairs, they handed a Radical M. P. the confidential minutes of a Court of Inquiry into a trumpery torpedo-boat collision in which he was involved. Now, I appeal to you as Englishmen and Englishwomen who love their Navy and their country to realize the true significance of these documents. Do you think it good that our great service should have its destinies controlled by a Government and by a First Sea Lord who are so lost to all considerations of dignity, of loyalty to the service, and respect for naval traditions and sentiment that they should allow such grossly offensive documents to be circulated among the Fleet, to the disgrace, indeed, I may say, to the horror of every right-thinking naval officer to whom they were sent? Look at the animus displayed against an officer on the retired list, who was an M.P. and, therefore, independent and out of reach of the First Sea Lord by ordinary methods. Think of the effect of this on the service. (Hear, hear.) He dared conscientiously to criticize these schemes! Think of the effect on those officers who are subject to authority and authority they impose. (Cheers.) Look at the scandalous, back-biting attack made on two most distinguished officers, and look at the adulation of the recipient of the letter himself. But that is only what our Navy has had to endure for several years past. It has had to endure a system which, if allowed to continue, will eventually bring into the

Service a type of officer entirely foreign to its history and traditions, a tortuous, dogmatic, scheming type of officer—a type which if it is allowed to exist, will gradually spread into the Navy like a deadly miasma, sapping its blood and destroying its very life. I appeal to you as Englishmen and Englishwomen to spare no effort to support those who are striving to sweep out of our Navy this state of affairs which is poisoning its very existence. What you have to remember is that Nelson won Trafalgar and saved this country from French domination, and Europe from ruin, not merely because he was supplied with a certain number of ships and guns, but because he had around him what he described as a band of brothers, and if when the great day comes those who are conducting our Navy have not around them a band of brothers, then God help this country. (Cheers.)

MANILA RAILWAY COMPANY (1906) (LIMITED).

A meeting of the holders of the A and B Debenture Stock and Bonds was held last month, at Stockton House, to consider resolutions making variations in the provisions of the trust deed, dated May 9, 1907, between the company and the Merchants' Trust (Limited), and authorizing the trustees to take all necessary steps with a view to making effective the grant which is proposed to be made to the Manila Railway Company of New Jersey by the Government of the Philippine Islands of an unencumbered concession for the enlargement of that company's projected railway system in the island of Luzon, and the construction of such enlarged system and division thereof into two portions to be known respectively as the northern lines and the southern lines, and for other purposes. Mr. C. J. CATHER, Secretary (Chairman of the Company) occupied the chair.

The Secretary (Mr. J. Mackenzie) read the notice convening the meeting.

The CHAIRMAN, in moving the formal resolutions, said that there were present, either by proxy or in person, £1,062,300 of A bonds and £1,388,000 of B bonds, so he declared the meeting properly constituted. The object of the meeting was really to amend the trust deed between the Merchants' Trust, as trustees of the A and B debenture bonds, and the Manila Railway Company. The amendment was necessary in consequence of certain arrangements which were proposed to the Philippine Government, and which had now been confirmed by them, materially altering the old concession which was the basis on which the A and B bonds were issued.

The concession now amended would practically be divided into two concessions, and these, in the opinion of all who had studied the matter, were so manifestly in the interests of the bondholders that the directors strongly recommended their acceptance. The alterations in the concession would in no way affect the standing of the A and B debenture-holders towards each other, nor introduce any questions of preference between A and B debenture-holders and the preference and ordinary shareholders. All these remained exactly as before. The alterations in the concession were of very far-reaching importance. The Manila Railway Company of New Jersey—held a concession from the Philippine Government covering, in the first place, 211 miles of railway which were the property of the old Manila Railway Company and, in addition, 436 miles of new roads which the American company agreed to construct, making a total under that concession of 647 miles. In selecting the 436 miles of new road the American company, who were new-comers on the scene, were guided by Mr. Higgins, who was the superintendent of the old English company in Manila, and whose knowledge of Philippine lines was unique, and they selected these 436 miles out of a large mileage, thoroughly believing that they would be from the first commercially remunerative. They might have gone in for a guarantee of interest which, he believed, they could have had if they had wished, but it was considered, after careful examination, that having lines which would be commercially remunerative it would be better for them to build the lines as a commercial undertaking instead of a guarantee of interest always involved. He did not wish to mix these words in anyway hostile to the Philippine Government or to the United States Government, because they had at all times received from those bodies every consideration, but all who had had any experience in railway matters would know that to carry on the work of a company in a commercial manner it was very much better not to have to work it subject to question being raised by Government at almost every point. Accordingly they decided, and he thought rightly, that these lines should be built without a guarantee.

THE NEW PROPOSALS.

Having explained the scheme under which they had been working up to the present time, he dealt with the future. In the days of the old English company the Philippine Government had been very anxious for them to construct a line from Camp No. 1 to Baguio, which was situated at a very high altitude—about 5,000 ft. above the sea—and which enjoyed at all times of the year a cool, healthy and desirable climate, whilst Manila, on the sea level, for part of the year was hot and distinctly trying, and the American Government were most anxious that a sort of Philippine Simla should be created, to which the Government and the official classes generally could migrate during the hot weather. He must admit that this scheme would be very beneficial to the people, but the company could not originally see their way to take it up, because they considered that it would require a guarantee of interest. Then in the second place the direct communication between the terminus of the north of the line and the port extensions on the south of the city. This involved a swingbridge and some other expensive works, and for that they considered that, at any rate at first, they would have to have a guarantee of interest. The Government had yet a third proposal that they wished the company to consider, and that was in the south. The company's present scheme was to run from Manila to Pagbilao and then, instead of carrying on the railway through a certain piece of country, they thought it would be cheaper to establish a steamer connection with Pasacao, linking up there with the railways in the south, which was the great hemp district, and which they believed would be one of the most profitable parts of the railway. The Government said they would like the company to give up the steamer connection and establish a railway connection the whole way to join up with the southern system. He thought the Government was right, but the board were face to face with the fact that the line would go through a practically undeveloped country, and if they built it they would have to ask for a guarantee of interest. All these three schemes were considered to be beneficial to the public at large; they believed they would be beneficial to the country; and they believed that ultimately they would be for the benefit of the railway. They knew nothing against them except the question of increased liability that the company would have to assume. Viewed in these proposals favourably, the question they had to answer was how in the interests

of everybody effect could be given to the Government's wishes, and that was the question which for some time he found great difficulty in solving. Towards the end of last year he, in company with Mr. Higgins, interviewed the Secretary of State for War in Washington, to whom the Philippine Government was responsible, and the following solution was proposed. It was to divide the original concession which the American company held into two, the first part being the northern system, unguaranteed with two exceptions; the second part being in the south, which was to be guaranteed, and there was to be included in the southern system on account of the guarantee the extension from Camp No. 1 to Baguio, the small additional line in Manila, and the long line of 135 miles in the south. That was the proposal, and it met with the approval of the Secretary of State in Washington, and it had since been confirmed by the Philippine Government, and now only awaited the passing of the resolutions before them to put the Secretary of State at Washington in a position to sign the altered concessions, and then the matter became law. The northern or unguaranteed system, would consist of 351 miles, and the southern, or guaranteed system, would consist of 465 miles, covering a guarantee of 4 per cent. on the capital for 30 years, that guarantee being given by the Philippine Government with the authority of the United States Congress.

THE COMPANY'S PROSPECTS.

Having dealt with the improved position of the holders of the A and B bonds under the amended concession, he said there was every reason to hope that their full interest would be paid out of revenue without their having to charge anything more to capital, and he also believed there was very good reason to think that within the next year or two they would be earning substantial dividends for the preference shareholders. He mentioned, in conclusion, that at the request of the Merchants' Trust the indenture had been altered so as to provide that if the company sold any of the A and B bonds over and above the amount at present issued the money had eventually to go into the northern system. It was earmarked for the northern lines, and he thought that was a very proper precaution.

Admiral Sir Cyprian Bridge seconded the resolutions, which, after a short discussion, were carried, the holders of the A's and B's voting separately.

An extraordinary general meeting of the company was afterwards held, at which resolutions were proposed approving the amended concession. The Chairman said that the arrangement would not in any way put back the preference and ordinary shareholders; on the contrary, he believed that it would bring nearer the date when they could expect a dividend, and probably tend to increase the amount of the dividend. In these circumstances he considered the arrangement to be manifestly in the interests of all the shareholders. He moved the resolutions.

Admiral Sir Cyprian Bridge seconded the resolutions, and they were carried unanimously.

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WORCESTER

—the beautiful and historic city in the West of England where this sauce has always been made, and whence it continues to be exported in ever-increasing quantities to all parts of the world.

NOTICES TO CONSIGNEES

S.S. "ARMAND BEHIC,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex
s.s. "Charente" from Havre ex s.s.
"Charente" from Bordeaux ex s.s. "Ville de
Lille" in connection with above Steamer are
hereby informed that their goods are being
landed at the hazardous and/or extra
hazardous Godowns of the Hongkong-Kowloon
Wharf and Godown Company, Ltd., at Kowloon
whence delivery may be obtained immediately
after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, To-day, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned, Goods remaining undischarged after
Monday, the 28th June, at Noon, will be
subject to return and landing charges.

All claims must be sent in to us on or before
the 28th June, or they will not be recognized.
All damaged packages will be examined on
Monday, the 28th June, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPORIN,
Agent.

Hongkong, 21st June, 1909.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVOULICH,"
FROM ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed at
their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
whence and/or from the wharves delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 28th June, will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
6th July, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 28th June, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 21st June, 1909.

FROM EUROPE.

THE H.A.L. Steamship

Captain Sachs, having arrived, Con-
signees of Cargo are hereby requested to send in
their Bills of Lading for countersignature by
the Undersigned and to take immediate delivery
of their goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be
landed at consignees' risk into the hazardous
and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, and stored at Consignees'
risk and expense.

All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 29th inst., will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 29th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 22nd June, 1909.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "WELSH PRINCE,"
FROM NEW YORK.

CONSIGNEES of Cargo by the above named
vessel are hereby informed that all Goods
are being landed at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
Limited, Kowloon, whence delivery may be
obtained.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be ex-
amined on the 30th inst., at 2.30 P.M.

No Claims will be admitted after the Goods
have left the Godowns, and all goods remaining
undelivered after the 30th inst., will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 5th
July, or they will not be recognized.

No Fire Insurance has been effected.

ARNHOLD, KARBEG & Co.,
Agents.

Hongkong, 24th June, 1909.

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND
STRAITS.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE."

Consignees of Cargo by the above named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godown at Kowloon where each
Consignee will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, ex s.s. "Moldavia,"
From Calcutta, ex s.s. "Pestavia,"
From Persian Gulf, ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
intimation is given to the contrary within
6 hours.

Goods not cleared by the 30th inst., at 4 P.M.,
will be subject to rent.

Damaged packages must be left in the
Godowns for examination by the Consignees
(or their representative) at an appointed hour.
All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 23rd June, 1909.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship

"AWA MARU."

having arrived from the above Ports, Con-
signees of cargo are hereby informed that their
Goods are being landed and placed at their risk
in the Hongkong and Kowloon Wharf and
Godown Company's Godown at Kowloon, where
each consignment will be sorted out mark by
mark and delivery can be obtained as soon as
the Goods are landed.

Optional Goods will be carried on unless
intimation is given to the contrary before
Noon, To-day.

Goods not cleared by the 1st June will be
subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the
Godowns for examination by the Consignees
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NIPPON YUSEN KAISHA,
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Great Britain—Nanking, 1842; Tientsin,
1858; Tariff Agreement and Rules, 1859;
Convention, 1860; Rules for Joint Investiga-
tion of Customs Seizures, 1869; Chfoo,
1876, with Additional Article; Opium Con-
vention, 1885; Changkung Convention, 1891;
Tibet Sikkim Convention, 1893; Baruch
Convention, 1897; Kowloon Extension, 1894;
Waihaiwei 1898; Convention, Commercial,
Shanghai, 1902; Emigration Convention,
1904.

France—Tientsin, 1859; Convention, 1860;
Tientsin, 1885; Conventions, 1886, 1887, and
1895; Frontier Trade Regulations,
Tientsin—Tientsin, 1858; Additional
Treaty, 1868; Peking, 1890; Immigration, 1894;
Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1889;
Kiaochow Conventions, 1898; Railway and
Mining Concession, 1898.

Japan—Shimonoseki, 1855; Lisowang Con-
vention, 1895; Commercial, 1896; New Port
1894; Supplementary Commercial, 1894.

Russia—St. Petersburg, 1881; Russian Land
Treaty, 1883; Commercial Treaty, 1904.

Portugal—Tientsin, 1863; Commercial Treaty, 1904.

FINAL PROTOCOL made between China and
Eleven Powers, 1901.

TREATIES WITH JAPAN
Great Britain, 1854; Duties Convention,
Russia, Agreement as to Korea; United
States, Extraterritorial Treaty, 1858; Great
Britain (Alliance) 1903; Russia (Peace
Treaty) 1905.

TREATIES WITH CORREA
Japan, 1876; Japan Supplementary, 1876;
Japan, 1905; United States, 1893; Great
Britain, 1895.

TREATIES WITH SIAM
Great Britain, 1856 and 1899; France, 1893
and 1904; Japan, 1893; Russia, 1899.

Great Britain and France, Siamese Frontier;
Great Britain and Russia, Railway Convention
1893.

CUSTOMS TARIFFS
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China, Japan, Siam, Corea.

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